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Date: 2/15/2019 1:57:35 PM  
Subject: Flash Message: Region 10, Tanker Truck Rollover (Cascade Locks, Oregon) --- UPDATE #2

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*This message is being sent bcc to the Region 10 Executive Team*

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## **US Environmental Protection Agency - Region 10**

**NRC No.:** 1237421

**Flash Message:** Region 10, Tanker Truck Rollover (Cascade Locks, Oregon) – **UPDATE #2**

**Report as of:** **1400 February 15, 2019**

**Overview:** At approximately 10:30 am local time on February 11<sup>th</sup>, a tanker truck carrying diesel fuel overturned on Interstate 84 about 10 miles west of the town of Hood River, Oregon in snowy road conditions. It is estimated that 4,400 gallons of diesel fuel were lost to the roadway, down a steep embankment and into Lindsey Lake which is partially frozen and hydraulically connected to the Columbia River. Winter weather conditions are hampering response operations.

**State, Local and other Federal Agency Actions:** The Oregon Department of Transportation responded to the traffic incident and Oregon Department of Environmental Quality has requested EPA assistance in monitoring cleanup operations. The Bureau of Indian Affairs has provided access to a BIA-owned boat ramp in the area for responders to use.

**EPA Actions:** EPA has mobilized OSC Richard Franklin and START contractors from Portland, Oregon to oversee the cleanup operations, collect environmental samples and provide direction to the Responsible Party and their contractors, as needed. EPA has notified the Columbia River Treaty Tribes and the Department of Interior.

### **UPDATE #2 -**

Weather and site conditions continue to pose significant response challenges. Due to road and weather conditions, ODOT was not able to close the highway lanes and remove contaminated snow as planned. As a result, snow plowing operations have spread contamination along the roadway and diesel fuel has impacted Lindsey Creek, a known salmon spawning stream. Unified Command is working closely with ODOT and they have agreed to decrease snow plow speeds to minimize the spray of contaminated snow and slush. Warming temperatures are also causing increased flow of diesel fuel from the embankment into Lindsey Lake. The location of the spill site along a major east-west highway and rail transportation corridor has also created safety and logistical challenges related to equipment staging and available working platforms to conduct response operations. Unified Command continues to work with ODOT on necessary lane closure plans to facilitate operational needs and ensure the safety of responders. Union Pacific Railroad has also granted access to a road parallel to I-84 and Oregon State Parks have agreed to provide access to a nearby park for staging and the command post.

UPDATE #1 -

Throughout Tuesday, February 12<sup>th</sup>, cleanup crews continue to address the diesel release in very difficult winter conditions. Approximately 700 feet of hard boom has been placed along the lake edge at the bottom of the embankment and at the outfall to the Columbia River. Lindsey Lake is currently covered with four to six inches of floating slush, except right along the bank. Floating diesel at the bottom of the embankment is being collected using absorbent pads. Approximately 800 feet of Interstate 84 roadway both east and west bound has been heavily impacted by spilled diesel and starting Wednesday, February 13, Oregon DOT has agreed to close one lane at a time in each direction to remove contaminated snow. Crews have also begun collection of water samples in Lindsay Lake. The Confederated Tribes of the Warm Springs Reservation of Oregon has identified the area as potentially sensitive for historic properties and cultural resources. If ground disturbing activities are necessary, the Unified Command will deploy a cultural resources monitor and are currently operating under an Inadvertent Discovery Plan.

**Media Interest:** Low

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